

CENTRAL INTELLIGENCE AGENCY

~~SECRET~~

50X1-HUM

REPORT

DATE DISTR.

20 JUL 1960

NO. PAGES

4

REFERENCES

RD

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**PLACE &
DATE ACQ.**

16 AUG 1960

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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the final plans for the three construction sections,

Brandenburg-Briest with regard to the characteristics and location of the taxiways and their points of departure as well as their parking places at construction sections II and III:

1. Construction Work

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Construction Section I: Runway and landing field with a connection to the taxiways:

a. Total concrete work:
area completed:
Date of completion:

66,000 m²
51,000 m²
31 May 1960

A delay of about three weeks may be caused as a result of labor shortage.

b. Excavation work: completed by 50 percent
Date of completion: 31 May 1960

A delay of about four weeks may be caused as a result of labor shortage.

Construction Section II: Taxiway with point of departure:

a. Excavation work: The removal of the top soil has been completed; the old gravel bed, eight meters wide and 1357.50 meters long was excavated, and the 40-meter long safety strips were cleared.

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- b. Concrete work is to be started on 31 May 1960. There may be a delay of three weeks as a result of labor shortage. Concrete work is to be completed by 31 October 1960.

Construction Section III: Taxiway with parking place and point of departure:

- a. The old runway and the two taxiways were cleared of the old concrete (10,125 m² or 100 percent were broken up and 1,000 m³ or 50 percent were trucked off). Demolition work was started on 15 February 1960 and completed on 10 March 1960. The area was scheduled to be entirely cleared from debris by 1 May 1960.
- b. Excavation work presumably began on 20 April 1960; [redacted] no dredgers and levelling caterpillars were observed at the construction site. 50X1-HUM
- c. Drainage work scheduled for construction section III:
- 1) Parking place
9 drains
 - 2) Point of departure in the west
1 drain
 - 3) Taxiway (southern edge)
28 control shafts for rain water and drainage
 - 4) Concrete tube - sewer pipe
25 - 70 cm in diameter
 - 5) One outlet structure located between the road leading to Briest and the Havel River;
Work on this structure was scheduled to be started on 20 April 1960 and to be completed by 31 August 1960, but will probably not begin earlier than 1 May 1960. There is no change in the amount of investments.

2. Construction Supervision and Labor Force

Construction management II of IBB (Ing. Bau Brandenburg) included:

construction director:	Schmidt
purchasing manager :	Schulz
after 1 April :	Rother (Schulz was transferred to the Braesinchen construction site)

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technical accountant:	Wegner
superintendent :	Schmidt and Noppe
foremen :	Kraus and Sandor (Gasper was transferred)
head machinist :	Staritz
material administrator:	Kuehn
RKO Schoenefeld	
female secretary :	Senkpiel.

The following workers were observed

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25 construction workers
 12 truck drivers
 9 workshop workers
 17 prisoners from the Görden penitentiary.

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[redacted] Görden penitentiary
 was not in a position to provide more prisoners, because some of them
 were to be transferred to the Magdeburg area while others were to be
 transferred to Bautzen.

3. The following machinery was available at the construction [redacted]

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- 1 scraper with a capacity of 4 cm³
- 1 crawler tractor, S 80 (Soviet)
- 1 levelling caterpillar KS 07 (BTW)
- 1 crawler tractor KS 07 (BTW)
- 2 rear dump trucks (Hunger) 5 tons
- 1 rear dump truck, G 5 (5 tons)
- 2 rear dump trucks, "Stier" (bull) (4 tons) (Soviet)
- 1 road-finishing machine (3.75), old model (inefficient in spite of general overhauling)
- 1 compactor (Vibromax)
- 5 500-liter mixers
- 5 Diesel locomotives (Lova)
- 50 Jubilee skips (0.75 cm³)
- 1 crawler steam excavator at the equipment pool
- 3 compressors
- 4 conveyors (8 meters long)
- 4 batchers for coarse and fine gravel
- 1 "Wuehlmaus" (machine for cement (loading and unloading))
- 1 automatic cement batcher
- 1 "Framer", 0.5 tons, for food and personnel transportation.

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Changes in Personnel with the Construction Management

Construction engineer Schiffner, NVA Cottbus was put in charge of the construction management on 1 March 1960. Schubert and his deputy were detached to Neuhardenberg.

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Comment: For lay-out sketch see Annex.

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